



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Barton City, MI	<b>Accident Number:</b>	CHI07CA001
<b>Date &amp; Time:</b>	10/01/2006, 1040 EDT	<b>Registration:</b>	N64257
<b>Aircraft:</b>	Cessna 180K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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The airplane was substantially damaged when it overran the end of the runway on landing. The pilot was not injured. The pilot reported that the intended destination was a private airstrip with an east-west oriented runway about 1,200 feet long, and a north-south oriented runway about 2,000 feet long.

The pilot stated that when he over flew the windsock before landing, it appeared that winds were about 10 knots directly out of the north. He set up for a landing to the east; however, he "landed long" and subsequently "ran out of runway." The airplane encountered a rock pile off the end of the runway.

The pilot reported that upon exiting the airplane after the accident, he noticed that the wind was variable and appeared to have shifted from the north. He commented that the wind might have gotten behind him on landing.

Winds recorded by the Oscoda-Wurtsmith Airport (OSC) Automated Weather Observing System, at 1058, were from 280 degrees at 11 knots, gusting to 16 knots. OSC was located approximately 16 nautical miles southeast of the accident site.

The pilot stated that there were no malfunctions associated with the airplane prior to the accident.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/01/1998
<b>Flight Time:</b>	1700 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N64257
<b>Model/Series:</b>	180K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	180-52887
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	11/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1136.2 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-U
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSC, 634 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1058 EDT	Direction from Accident Site:	160°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	13° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pontiac, MI (PTK)	Type of Flight Plan Filed:	None
Destination:	Barton City, MI (PVT)	Type of Clearance:	Traffic Advisory; VFR Flight Following
Departure Time:	0930 EDT	Type of Airspace:	

## Airport Information

Airport:	Private (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1200 ft / 125 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.792500, -83.833333

## Administrative Information

Investigator In Charge (IIC):	Tim Sorensen
Additional Participating Persons:	John Golda; FAA-Grand Rapids FSDO; Grand Rapids, MI
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .